Electronic metres in taxis and autorickshaws

1918. SHRI S. S. AHLUWALIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government had decided recently to introduce electronic meters compulsorily for taxis and autorickshaws plying in Delhi for helping the commuters from manipulation of fares charged from them;

(b) if so, what progress has so far been made in this regard;

(c) whether it is a fact that due to the defiance of the above scheme by the taxis and autorickshaw drivers Government have decided to scrap the electronic meter scheme; and

(d) if so, what action Government propose to take to save the hapless commuters from the clutches of taxi and autorickshaw drivers known for overcharging and rude behaviour?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The use of electronic meter has been made compulsory for Autorickshaws and Taxis in Delhi under the proposed draft Delhi Motor Vehicles Rules 1989. Certain objections have been received in this regard from the various unions. These are under examination by the Transport Department of the Delhi Administration. If found feasible the proposal will be implemented as soon as the objections are examined and rules are finalised.

(c) No, Sir.

(d) Does not arise.

Loss due to outlived Equipments at Calcutta Port

1919. PROF. SAURIN BHATTACHARYA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have determined the exact age of equipments which are presently in operation at the dry dock complex of Calcutta port Trust;

(b) whether the loading and unloading cranes, lock equipments have outlived their age and performance is being negatived as a result thereof;

(c) whether it is a fact that incoming vessels of foreign origin are mostly avoiding to have their ships and vessels repaired at the shipping repair complex and the country is lossing heavily as a result thereof; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir.

(b) No Sir, out of four three loading and unloading oranes have been thoroughly overhauled and are in use: The fourth Crane is proposed to be repaired soon. Other equipments are regularly being maintained.

(c) Government is not aware of any such fact.

(d) It does not arise in view of (c) above.

Orders for Korean ships

1920. PROF. SAURIN BHATTACHARYA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Shipping Corporation of India Limited has proposed to place order for five ships comprising tankers and container vessels to some Korean Shipyards against some credits to be obtained by the SCI on guarantees either from Government

of India or from its financnal institutions;

(b) whether the vessels earlier supplied by Korean shipyards did not last upto the declared age of each ship;

(c) whether the SCI has not located any other competitive bidders of Western European countries nor has investigated the domestic resources with any foreign collaboration etc. before the above proposal; and

(d) if so, the facts and details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The Shipping Corporation of India has entered into contracts for the building of;

(i) 2 Product tankers of 43,900 DWT each at the shipyard of M/s. Hanjin Heavy Industries Company Limited.

(ii) 3 Container vessels of 1450 TEU capacity each at the shipyard of M/s. Hanjin Heavy Industries Company Limited, South Korea.

(b) The vessels so far acquired byShipping Corporation of India from Korean Shipyards are operating satisfactorily and are expected to last their normal life.

(c) and (d) The above orders were placed by Shipping Corporation of India after inviting global tenders from various shipyards.

Hurdles posed by Ports in promotion of Export

1921. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item under the caption "Indian ports a hurdle to export drive" as reported in the Indian Express dated the 23rd April, 1992;

(b) if so, the details thereof;

(c) whether various Indian ports are posing great hurdles in the promotion of exports; and

(d) if so, the steps Government propose to take to remove such hurdles?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The report speaks of poor productivity, high costs and delays in Indian ports which has resulted traffic from India being transhipped in Colombo.

(c) No, Sir.

(d) In order to make Indian Ports a centre for aggregation of container the Cabotage Law has been relaxed for a period of five years. Liberalisation of Stevedoring licences has brought about competition thus in reduction of costs. Productivity has also increased by introduction of greater mechanisation probably delays to ships have been drastically reduced.

Revival of payment of compensation for Passes

1922. SHRI SURESH KALMADI:
SHRI RAJNI RANJAN SAHU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation proposes to revive the payment of compensation for passes to private operators, after stopping such payments in December, 1991;

(b) if so, what are the reasons therefor, and the actual amount pay-